



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

February 2011

Picture of the Month



Reminding us all of the joy of flying on a balmy summer afternoon when you can see all the way to downtown. Photograph by Mark Orthick.

Forecast Foils Flight

By Dan Wallis

Anytime I contemplate a long cross country one of the first things I do is begin by looking at the weather, usually a week in advance. A recent VFR flight from Galt (10C) to Abraham Lincoln (KSPI) in Springfield became a really interesting trip when the weatherman got it wrong, and I don't mean by just a little bit. This flight reinforced my personal minimums for flying VFR.

The night before the early morning departure for a meeting in Springfield, everywhere along my route of

flight was supposed to be good VFR with favorable winds. The Terminal Area Forecast (TAF) for KSPI was calling for clouds at 25,000 feet with 10 miles visibility; perfect for VFR flight. The next morning I was surprised when I called Flight Service at 6:00 a.m. to check the weather and was told that KSPI was reporting 700 feet overcast and 2 miles visibility. I was literally looking at the TAF calling for 25,000/10 and a special statement indicating 700/2, both for the same time. The briefer informed me

Editor's Note

If you've been paying close attention you will have noticed that Galt Traffic has changed in various subtle ways from one month to the next ever since I was tricked into taking on the job of editor fourteen months ago.

From time to time I have taken the liberty of introducing 'improvements' as new and appealing ideas come to me, and have also been known on occasion to adopt suggestions from you, my gracious reader.

For example, at some point while I was buried up to my eyes in articles and photos, I decided that author bios might be useful. Besides adding a modicum of credibility to the writer, they also help us to identify those suspicious looking characters that we see lurking around the airport.

Furthermore, after browsing through a paper copy of the newsletter at the FBO one day, I realized it was better to show the entire text for a web link for the folks that did not receive an electronic version of the newsletter. I was so used to reading the newsletter on my laptop that it didn't occur to me that "click [here](#)" wasn't very helpful to someone paging through a hard copy.

Even if you haven't noticed how I've reorganized the content, reduced the line spacing or played with the headline font sizes you can't have missed the extra pages by virtue of the fact that you need to be closeted away for significantly longer to get through it.

Continued on page 2.

Continued on page 3.

Continued from page 1.

that the forecast was indicating everything should lift between 9:00 a.m. and 10:00 a.m.

Since the flight was going to last about an hour and forty minutes in the Piper Colt, I decided that I would delay take off an hour and check again. After an hour of delightful conversation with several of the folks at 10C, I again checked the weather. The TAF was still calling for the 25,000/10 miles at 10:00 a.m. and the call to Flight Service revealed the same. Although KSPI was still IFR, I decided to begin my flight at 9:00 a.m., giving me an arrival time of 10:40 a.m., forty minutes later than when the weather was supposed to lift.

Forty minutes into the flight, I called Chicago Flight Watch for an update on the weather at KSPI and was told that it was now 400 broken, 700 overcast and 2 miles visibility – so much for the weather getting better. I decided to divert to Peru/Illinois Valley (KVYS) to give the weather a little more time to cooperate.

Once the Colt was secured on the ramp I began to weigh my options. The reason for my flight was an important meeting which required my attendance. The first option was to cancel the meeting, try and reschedule and return to 10C. The second option was to wait at KVYS and see if things changed. I opted for the second. I spent an hour enjoying the hospitality of KVYS and after not seeing any improvement in the weather, decided to cancel the meeting and return to 10C. With the decision made, I thanked KVYS for their help and headed out to fire up the Colt. While on the ramp, I checked the weather one final time which revealed that KSPI was finally VFR with clear skies below 12,000 and 7 miles visibility. The meeting was important and

the thought of having to reschedule was not appealing, so I decided to press on to Springfield.

This was a decision that I would later regret.

I thought it was amusing that the TAF for Springfield was still calling for 25,000/10 miles. The flight from KVYS to KSPI was one of the most interesting VFR flights that I have had. I have not spent much time above clouds and while en route had to fly over a rather dense, low level, broken layer and below an overcast



Dan encounters a low level, densely broken layer of clouds on his way from Peru to Springfield. Photo by Dan Wallis.

layer – so much for the clouds being at 25,000 feet. After twenty minutes of flying, I left the clouds behind and was able to make the rest of the trip without issue and landed at KSPI at 12:15 p.m.

When I arrived for the meeting one of the first things that I said was that the meeting needed to be concluded by 2:45 p.m. as I wanted to be on my way back to Galt around 3:00 p.m. Again relying on the weather reports and Flight Service, the weather in Northern Illinois was fore-

casted to drop to marginal VFR around 6:00 p.m. After computing the winds aloft I realized that I would have a nice 14 knot tailwind to push the Colt home so I would arrive around 4:30 p.m., well ahead of the forecasted marginal VFR conditions.

I got my clearance and began my trip. The low level clouds were gone so I enjoyed smooth air and the welcome tailwind. Around Ottawa, this began to change. In the distance I could see that both the visibility and ceilings were once again lower than forecasted. Fifteen miles south of DeKalb, everything changed again. I called Flight Service and asked for an updated weather briefing and was told that basically everything in Northern Illinois and Southern Wisconsin was reporting IFR conditions. The briefer suggested that if I took a more northerly course to Rockford and then headed east that I “should” be able to maintain VFR.

The word “should” rang in my head. One of the things that I clearly remember from Justin Cleland’s flight instruction is the phrase “should be able to” has no place in flight planning.

As I continued on course, I realized that with the dimming light and deteriorating visibility I could barely see anything over the cowl of the Colt. It was decision time again. My options; proceed on course and try to “scud run” the final 50 miles, opt for the Rockford course, or divert south.

Another thought was also ringing in my head. I recently took a Weather Wise course as part of the WINGS program, which indicated that when VFR pilots venture into IMC and there is an accident, 80% of those accidents result in a fatality. If I decided to continue on course I knew that I would have had to violate my self-

Continued on page 3.

Continued from page 2.

imposed, personal VFR minimums. I have taken several online courses on Aeronautical Decision Making (ADM) which strongly recommend that every pilot should have minimum altitude and visibility requirements and then stick to them.

My decision was made; divert south. I returned to Peru and spent the majority of the overnight watching the weather and fighting off an urge to try a night, VFR flight, in marginal conditions. Fortunately I was able to return to Galt Airport the following morning without much of an issue.

My lesson from this experience is just because Flight Service and the forecasters say the weather is supposed to be good, doesn't guarantee that it will be. As pilots, it is our responsibility to use all of the resources available to make good decisions and one of our most important resources is our eyes. If it doesn't look good, that means it probably isn't and we need to take the steps necessary to ensure the safety of the flight. Espe-



Dan Wallis with the Piper Colt after a Young Eagle flight with Jordan Mosher on October 9, 2010. Photograph taken by Justin Cleland.

cially during this season of unpredictable weather, I would encourage everyone to establish your own personal flying minimums and stick to them. After all, you never know when they will predict 25,000/10 miles and it actually turns out to be something a whole lot less.

Dan Wallis began flying more than twenty years ago in Ohio, but it wasn't

until last year that he finally obtained his private pilot's license at Galt. Dan, his wife Jennifer and five children moved to this area in 2008 so Dan could work as the Trial Court Administrator for the 22nd Judicial Circuit of McHenry County. Dan plans on working towards his instrument, commercial and ground instructor ratings in the near future.

Continued from page 1.

To be fair, I shouldn't be blamed for the additional content that has led to the lengthier newsletter. For the most part the feature articles have been written by other non-journalist types who have nothing better to do than to concoct more material for you to sift through each month.

I really can't help it if people send me cool photographs and articles that are interesting and, dare I say it, educational! It is obviously my duty to pass their meager efforts on to you, my barely interested reader.

I have a vague memory from my college journalism classes that an editor shouldn't make too many changes

and that consistency is incredibly important for a regular publication. (Obviously that was a class the Chicago Tribune editors skipped, judging from the way they completely ruined the paper in 2008.) So although it may not seem like it, I really do attempt to restrain myself to only making minor modifications here and there.

Since we are on the topic, I suppose I should confess to adding a tiny bit more information and slightly altering the layout of the back page in this issue. I could bore you with a lengthy explanation about how I needed to move things around to insert information on how new readers can be added to the distribution list, but it is just going to sound like a

lame excuse for more meddling.

Please accept my sincere apologies in advance, for who knows what future additions or enhancements I might dream up for this paltry publication. I am eternally grateful that you, my patient reader, have the good manners never to complain.

Like an amateur artist who doesn't know when to stop throwing paint at the canvas, I expect to continue tinkering with this newsletter until I think I have achieved perfection.

That will most likely be right around the time I trick someone else into taking on the job of editor!

Beth Rehm, PMP
Editor



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

The one (and only) thing I like about this time of year, is the fact that the daylight starts to stick around later and later each day. More daylight means more flying and, most importantly, means we're on the tail end of winter and fast approaching flying season.

It's often a difficult adjustment for us at Galt because we go from our slowest time of the year to our busiest, seemingly overnight. Annual inspection season begins for us in February, and Brian has work backed up all month. In anticipation of this, we have hired a new aircraft mechanic to work with Brian. Bob Bielawa joined us a few weeks ago, and

we are excited to have him with us. Bob has also been working on his Private Pilot's License with me, and is becoming an active member of Galt's EAA chapter. If you happen to be around the shop, please stop in and say hello!

It is also time to start thinking about the 2011 Friends of Galt calendar. We had another hugely successful year in 2010, and have some very exciting new ideas for events this year. I will try to coordinate a meeting sometime in March so we can begin to work out the particulars. As always, new members are critical to our continued success. If you have an idea for an event, or could lend a hand in any way, please stop by and let us know.

We are also putting the finishing

touches on getting online scheduling up and running for the flight school. This will allow our club members and students to go online, access our aircraft schedules, and book flights without needing to call the airport to set it up. This will hopefully make the process of renting an airplane much smoother and easier for everyone. I will have many more updates as we go live with this system.

As always, if you have any suggestions for improving Galt in 2011, I would love to hear them. We are trying very hard to keep making our airport a little better each month, but the more ideas the better. If you have any thoughts, please feel free to contact me anytime at (815) 648-2433 or fbo@onezerocharlie.com

Thank you!



Airport Support Network News

By Scott Migaldi

Happy New Year to all! This is the first article in what I hope will be many now that I have been appointed as the AOPA Airport Support Network Volunteer (ASNv) for Galt Airport.

I am happy to serve our community of pilots and aviation enthusiasts here at 10C. I think we have one of the best airports around and I am privileged to now be able to serve it through the ASN program.

What is the AOPA ASN program you might ask? Simply put, it is an early warning system to raise issues concerning airports. But it is also a program to help airport owners raise awareness of the value of airports to

the community. AOPA has laid out the following goals for the ASNv's:

- Be a liaison to local pilots and/or local pilot groups, airport management, etc. at the airport.
- Monitor and report to AOPA on city and county (sponsor) meetings and notify AOPA of pending problems that may arise.
- Notify AOPA of any questionable operational restrictions (curfews, noise abatement procedures).
- Assist in direct/indirect promotion of local airport activity to enhance favorable image of airport (i.e., open houses, airport support groups, and more).
- Help educate local officials and

community neighbors about the value of their airport.

- Provide local newspaper clips and media alerts on airport issues to AOPA Airport Support Network staff.

Justin and the staff at Galt Airport have done a great job in keeping the community apprised of the value that we bring to it. I look forward to being a part of that team and helping to use AOPA resources to better help us achieve our goals.

Scott Migaldi has been a tenant at Galt for almost five years. He is a commercially rated IFR pilot and owns and flies a 1980 Piper Warrior (N8116B).



Brian's Brainteaser

A monthly puzzle from Brian Spiro,
Director of Aircraft Maintenance,
Galt Airport.

EAA Chapter 932 Secretary, Mike Evans, sent Brian the intriguing photograph shown on the right earlier this week.

It would appear that the Piper Warrior in which Mike is taking his private pilot lessons has had some major upgrades recently... or has it?

Brian thinks that Mike may be sitting in a different airplane, but Mike won't tell him what it is.

Can you identify this aircraft for Brian? If you think you recognize the airplane in the picture, please send your best guess to Brian Spiro via email at maintenance@onezerocharlie.com before 2/25/2011.

The winner of the February Brainteaser will win a free Galt winter hat (a very useful prize at this time of year!).

We don't always receive any completely correct answers for Brian's monthly puzzles and in some cases we are forced to award the prize to the person with the closest answer. So even if you are not sure, it is always worthwhile to email Brian with your ideas.

There is no answer to last month's Brainteaser because Brian asked you to send him your estimated date for when we would see the last of the snow at Galt. Obviously we won't be able to announce the winner until it finally stops snowing and all the white fluffy stuff has melted. Since it has been known to snow as late as May, it will be a while before we can be certain there will be no more.



Wanted

EAA Young Eagles Coordinator

Aviation enthusiast needed to facilitate and promote two EAA 932 chapter-sponsored Young Eagles rallies at Galt Airport in 2011. Must be an EAA member with strong leadership skills and able to direct a large team of experienced volunteers. Good communication skills a must.

Interested parties please contact Beth Rehm
at 847-458-0401 or vp@eaa932.org.

Minutes of the EAA General Meeting-January

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: January 8, 2010

Calendar

- More discussion was held on the chapter events for 2011 (see calendar of events on page 8).
- The spaghetti dinner/pasta pot luck is scheduled for February 12 at 6:00 pm in the FBO. Bring a dish to share.
- A tentative date of August 13 was discussed for the Veterans Fly Day Event. This date is not yet confirmed.
- The chapter is interested in partnering with the Civil Air Patrol in some activities. We need to follow up with Major Esther Medina (who is now a chapter member) to discuss ways we can work together.
- For the November meeting we may be able to arrange for a speaker from Silver Wings/Gold Wings/United Flying Octogenarians.

Young Eagles

- The chapter is still looking for a Young Eagles Coordinator to organize the two rallies we are planning to hold this year.
- The first one will be on May 21st. No date has yet been set for the second rally.

Aviation Club at Woodstock North High School

- The chapter is working with Dan and John Andrew Wallis to explore a partnership with John Andrew's high school to establish an aviation club. Meetings with the school administration have been scheduled and more information will be shared at the next chapter meeting on February 12th.

Fundraising

- We have various initiatives that require capital that we don't yet have, including repairs to the chapter building.
- Dan Wallis has some experience with fundraising and contacts who do not think it will be a problem to raise even as much as \$50,000.

New Chapter Flyer

- Dan Wallis has designed a flyer to promote the chapter.
- This is available in the FBO and will be useful in recruiting Young Eagles and adults alike.

Chapter Sim Project Makes Good Progress

At the January EAA meeting volunteers got to work on the sim project and a lot was achieved.

- We got one surface of all the wings primed (see photo).
- The top part of the fuselage was riveted to the airframe.
- An adapter was made to enable us to plug in several computer units into one box, but only have one plug extending from the Sim.
- We got the rudder peddles attached to the computer and working.
- Measurements were taken and a plan was formulated to fabricate the missing horizontal stab and



Photograph by Mike Evans.

- elevator.
 - We got a template made for the striping.
- Special thanks to Jean Forni for donating the rudder pedals and organizing the team to complete the sim.

On January 22nd the team got to work again and was able to finish priming the entire airplane.

The next work day is scheduled for February 12 after the chapter meeting. The next step is to paint the Sim in the Blue/Yellow/White/Black paint scheme of Paul Poberezney's Acro Sport. It will probably take two coats to make it look good.

When the sim is finished we plan on using it to entertain and educate youngsters at Young Eagles and other Galt Airport events.

Please contact Jean Fortni at 815-675-6897 if you are interested in helping with this project.

EAA Chapter 932 News

Annual Chapter Membership Renewals

It's time to renew your membership with EAA Chapter 932. As reported in the meeting minutes from the December Chapter meeting, dues for 2011 have been raised to \$20.00.

If you already renewed your membership for 2011 you will not be asked to pay the extra \$10 since you paid before the dues were raised.

At this time we are only able to accept payment by cash or check. Please bring your dues to the next chapter meeting or mail them to the chapter treasurer;

Dean Marcott
EAA Chapter 932 Treasurer
2510 Wyandotte Ave.
McHenry, IL 60051

Please also let Dean know if any of your personal information has changed, such as your address, phone number and especially your e-mail address.

Please also make sure Dean has your EAA member number and the expiration date.

Complimentary EAA Trial Membership

If you are not currently a member of the Experimental Aircraft Association (EAA) and have not been a member in the last three years, we are excited to be able to offer you a free 6-month trial membership, courtesy of chapter 932.

You will receive the full set of member benefits for the six-month trial period, including a subscription

to Sport Aviation, EAA's awesome monthly magazine. You will also receive a membership card and qualify for member discounts on EAA merchandise and programs.

In addition, you also will be granted a complimentary chapter 932 membership for the same period. If you are interested, or know someone else who might be interested, please contact Beth Rehm at vp@eaa932.org or Mike Evans at secretary@eaa932.org for details.

EAA Chapter 932 Treasurer's Report

Balance 10/31/10	\$ 2,469.94
Bank Fees	-\$ 38.00
Hangar Rent	-\$ 144.00
EAA Insurance	-\$ 321.00
Sim Project Supplies	-\$ 89.80
50/50 Raffle	\$ 30.00
Membership Dues	\$ 30.00
Donations	\$ 97.75
Balance 1/29/11	\$ 2,034.89

GET INVOLVED!

**ENJOY THE CAMARADERIE OF OTHER
AVIATION ENTHUSIASTS AT GALT AIRPORT**

EAA Chapter 932

**Monthly events include a variety of
social and educational programs that focus
on enjoying aviation activities together
and promoting aviation in our community.**

See calendar of events on the next page.

EAA Chapter 932 is a local subgroup of the Experimental Aircraft Association (EAA) based at Galt Airport. EAA is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

For more information about EAA go to <http://www.eaa.org>.

Galt Airport/EAA 932 Calendar of Events

February 12	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport. Work on sim project.
February 12	EAA 932 Chapter Pasta Pot Luck. 6:00 p.m. in the FBO. Bring a dish to pass and a beverage of your choice to drink. Please contact Greg Domski at (847) 973-0621 for additional details.
March 12	EAA 932 Chapter and Civil Air Patrol visit to the B-17 Project in Marengo. Please contact Greg Domski at (847) 973-0621 for details.
April 9	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
May 14	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
May 21	International Learn to Fly Day (www.learntofly.org) and EAA 932 Young Eagles.
June 11	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
June 10–12	Fly-out to Mackinac Island Lilac Festival (www.mackinacislandlilacfestival.org/#). Contact Beth Rehm (vp@eaa932.org) for more information and to sign up.
June 12 (new date)	EAA 932 Vintage Fly-in Picnic, Galt Airport. Contact John Roach at planejohn@aol.com for details.
July 9	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
August 13	Tentative date for Veterans Fly Day.
September 10	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
October 8	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
November 12	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport
December 10	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport

This calendar of events is still a work in progress and FOG events have not yet been announced. See the EAA Chapter 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

February 5	EAA Chapter 431 Annual Groundhog Chili Ski-Fly-In, Brodhead, WI (C37)
March 19	Wisconsin Light Aviation Safety Seminar, Oshkosh, WI. (www.av8safe.org)
March 29–April 3	Sun 'n Fun International Fly-in and Expo, Lakeland, Florida (www.sun-n-fun.org)
June 3-4	National Biplane Fly In, Freeman Field (3JC), Junction City, Kansas (www.nationalbiplane-flyin.com)
June 5	EAA Chapter 241 Pancake Breakfast and Midwest Biplane Fly In, De Kalb (DKB)
June 25-26	EAA Chapter 1323, Big Foot Airfield Fly-In Breakfast, Walworth, WI (7V3) (bigfootairfield.com)
July 22-24	Hatz/Pietenpol Fly-In, Brodhead, WI (C37)
July 25–31	EAA AirVenture, Oshkosh, WI (www.airventure.org)
September 5–10	40th Anniversary Stearman Fly-In, Galesburg, IL (www.stearmanflyin.com)

EAA Chapter 932 Officers and Directors

President: Greg Domski (847) 973-0621

Vice President: Beth Rehm (847) 458-0401 vp@eaa932.org

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Young Eagles Coordinator: Vacant.

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/home.php?#!/pages/Wonder-Lake-IL/Galt-Airport/140642945955189>



AVGAS

Galt Tenant Price

\$4.35
(includes tax)

This newsletter is published monthly and distributed via email to approximately 300 readers. Paper copies are also available in the FBO. Please contact the editor at editor@eaa932.org to be added to the email distribution list.